



State Route (SR) 37 Policy Committee

September 1, 2016

SR 37 PASSENGER RAIL CORRIDOR POTENTIAL

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SR 37 Passenger Rail Potential

RAIL CORRIDOR TODAY

Rail has longer more circuitous route than SR 37

Connections NB/SB to SMART at Ignacio Wye (Novato)

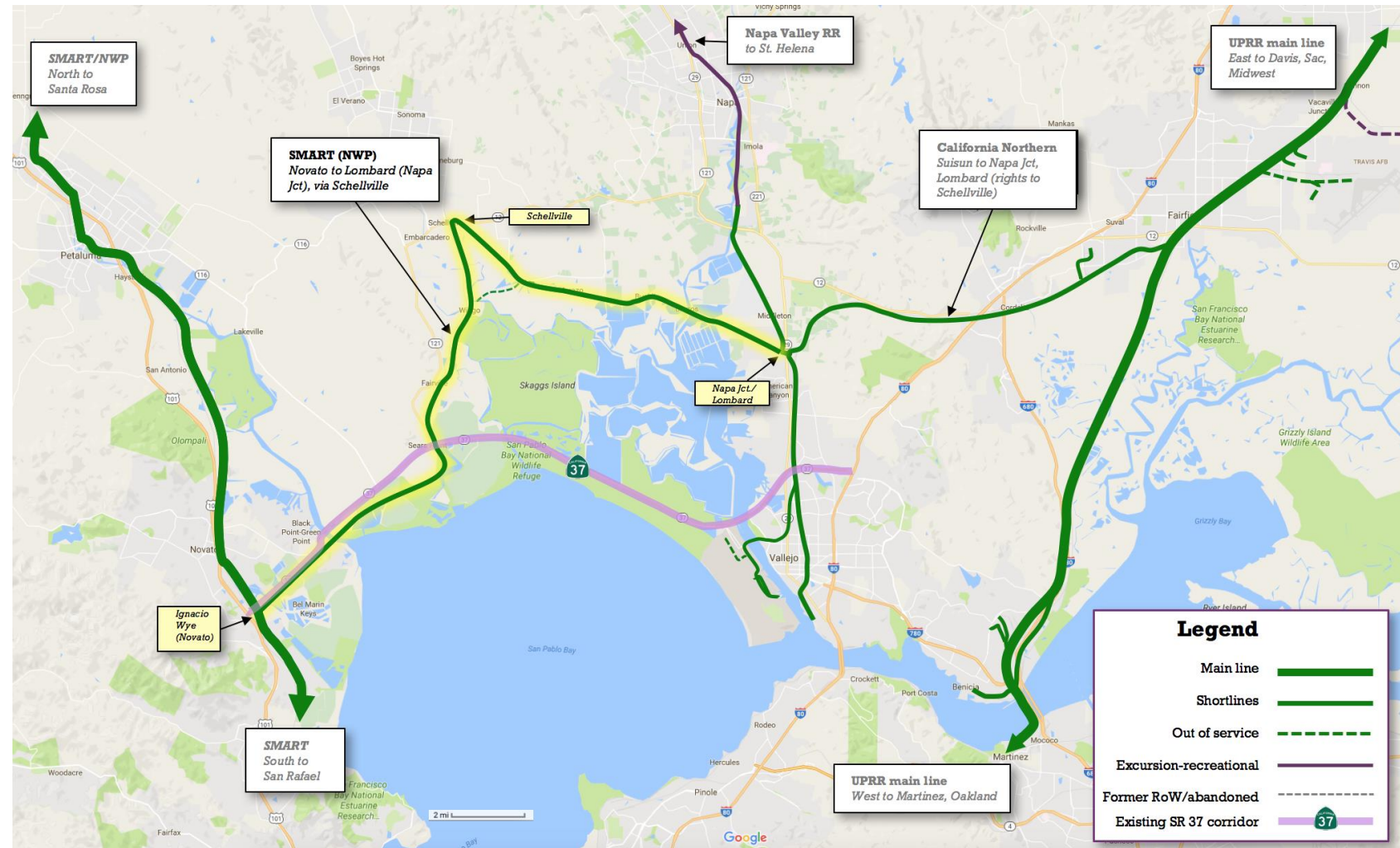
Connection to CFNR/UPRR at Lombard (Napa Jct)

Onward connection via Napa Jct to UPRR mainline at Suisun

Single track low speed Class 2 track:
25 mph freight/30mph passenger

Basic “dark territory” train control

Currently ‘right sized’ for today’s
level of freight operations, but not
passenger service



SR 37 Passenger Rail Potential

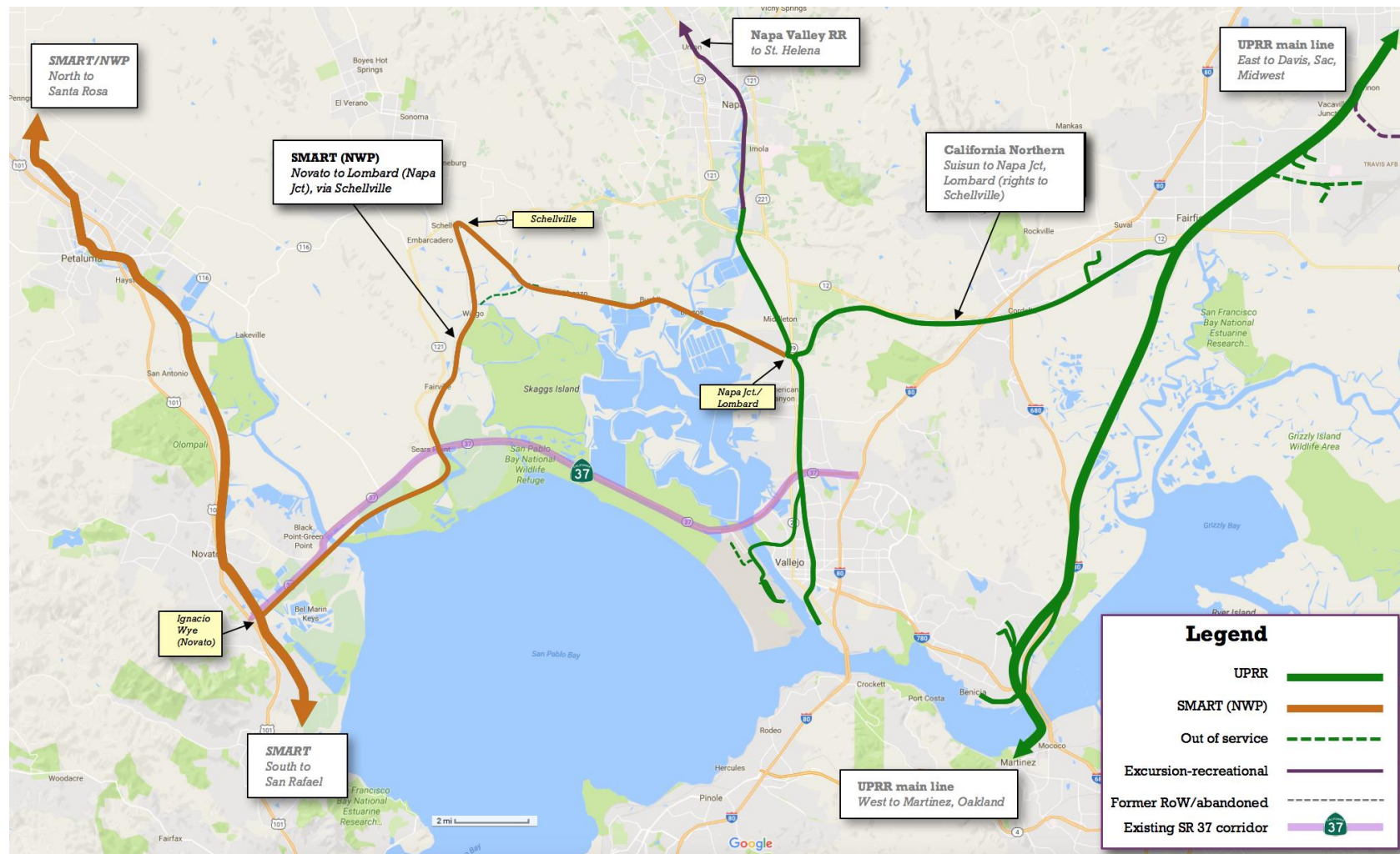
OWNERSHIP TODAY

UPRR Suisun to Napa Jct and Vallejo

SMART /(NWP operates)
Lombard (Napa Jct) to Ignacio Wye (Novato)

SMART at Ignacio Wye NB and SB to Marin and Sonoma

Napa Valley RR to Napa/St. Helena



SR 37 Passenger Rail Potential OPERATIONS TODAY

PASSENGER

Capitol Corridor (32 daily trains) and Amtrak (4 trains) services connection at Suisun

SMART passenger service NB and SB from Novato late 2016 (30 daily trains)

SMART owns and has rights Novato-Brazos /Lombard (Napa Jct)

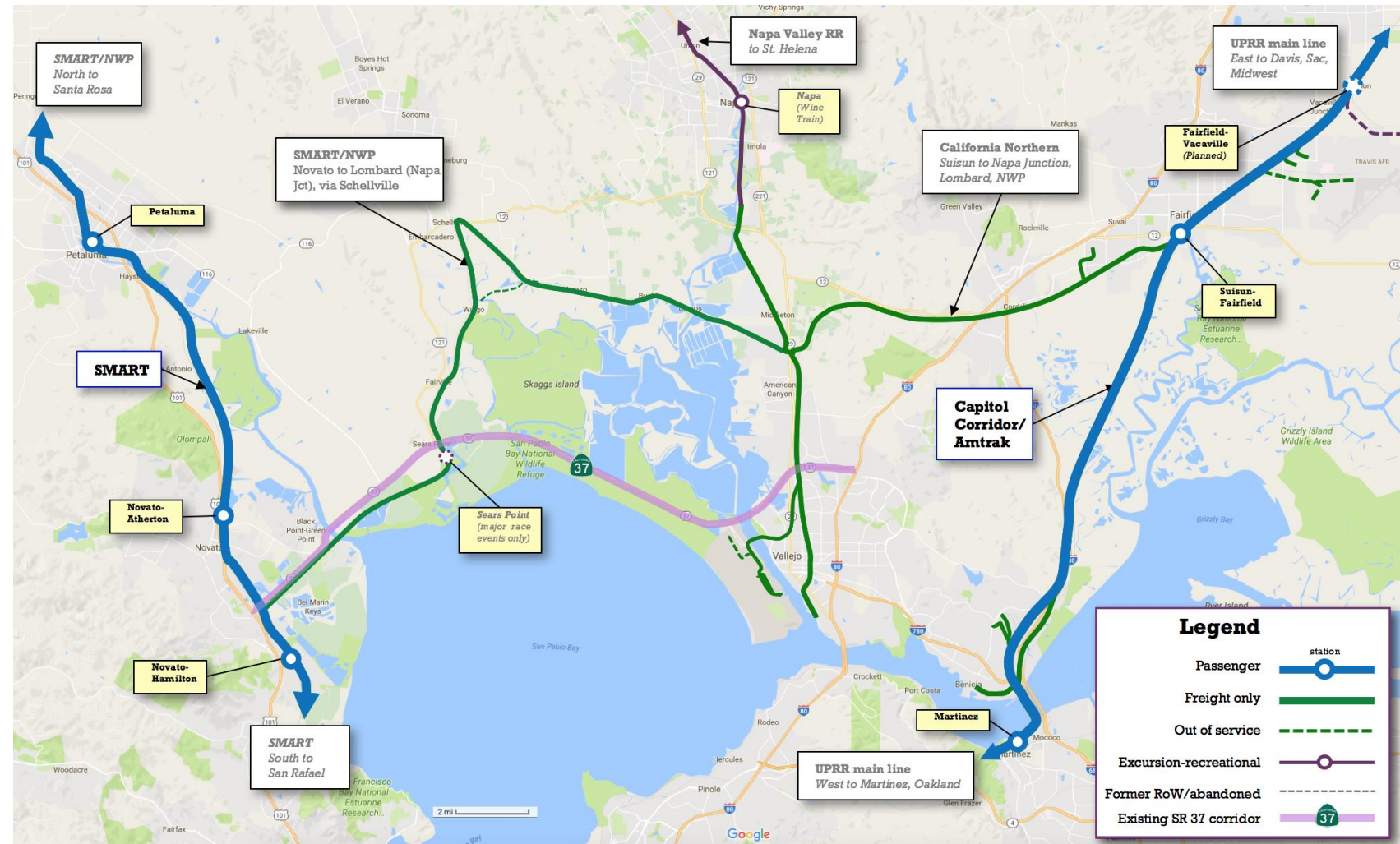
Event-only passenger trains Sacramento-Sears Pt. on race days added in past 3 years (by SMART/Amtrak agreement)

FREIGHT

6-8 freight trains per week, half a dozen customers, new growth after long hiatus

California Northern (CFNR) and Northwestern Pacific (NWP) operates trains on UPRR and NWP tracks serving freight customers in Sonoma, Solano

NWP Interchanges with CFNR at Brazos Jct/Lombard and UPRR at Suisun to mainline: provides Sonoma, Solano-based shippers with nationwide access



SR 37 Passenger Rail Potential

FUTURE ISSUES AND OPPORTUNITIES (1)

ISSUE

- **Ridership Demand:**
 - Is there rail ridership potential at both peak congestion and off-peak periods?
 - Would the need for passenger service be driven by local (SR 37) or regional (intercity commute) Solano-Marin/Sonoma trips?
- **Ownership:**
 - Fragmented ownership E and W of Napa Jct could hamper development of passenger service for regional connections to I-80 corridor
 - Investment needs for passenger service significantly greater than current freight traffic requires



OPPORTUNITY

- **Ridership Demand:**
 - Explore ridership potential for SR 37 congestion relief
 - Develop understanding of rail potential across multiple markets: commute, major events, tourist
- **Ownership:**
 - Consolidated ownership could focus investment on passenger service
 - Envisaging passenger track and signal system that can support, not exclude, freight



SR 37 Passenger Rail Potential

FUTURE ISSUES AND OPPORTUNITIES (2)

ISSUE

- **Operations:**
 - Current combination of freight (shortline) operations and passenger trackage rights may constrain overall potential
 - Environmental benefits support both passenger *and* freight rail growth
 - Interoperability with SMART for conventional passenger trains
 - Infrastructure (Class 2 track) limits speeds below feasible passenger speeds
- **Sea Level Rise infrastructure impacts:**
 - As significant an issue for rail as SR 37
 - No SLR action on rail route may preclude ANY passenger service



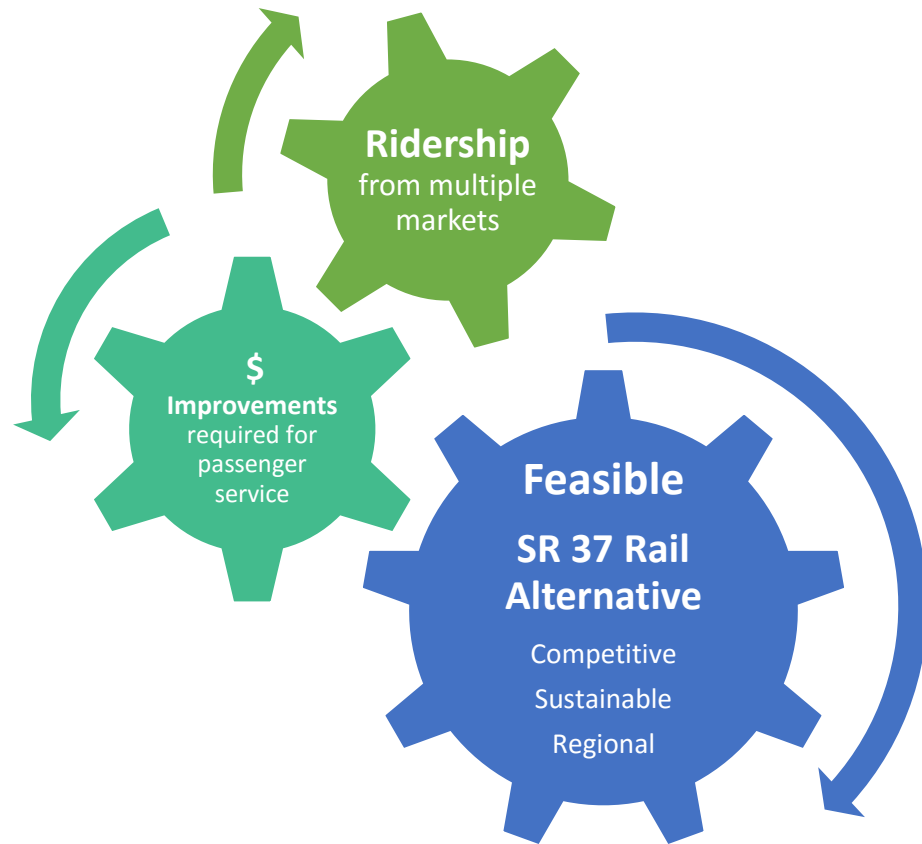
OPPORTUNITY

- **Operations:**
 - Identifying true needs of shippers may generate better scheduling and prioritization of rail capacity
 - Develop a more responsive operation that facilitates both passenger and freight rail growth
 - Identify real need for through service to SMART vs. interchange
 - Upgrades to Class 3 track offer 59mph service with modest investment
- **Sea Level Rise infrastructure impacts:**
 - Potential to consider feasible rail alignments as SR 37 alternatives studied



SR 37 Passenger Rail Potential

NEXT STEPS





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Questions and Answers

SR 37 Passenger Rail Potential OPERATING RIGHTS TODAY

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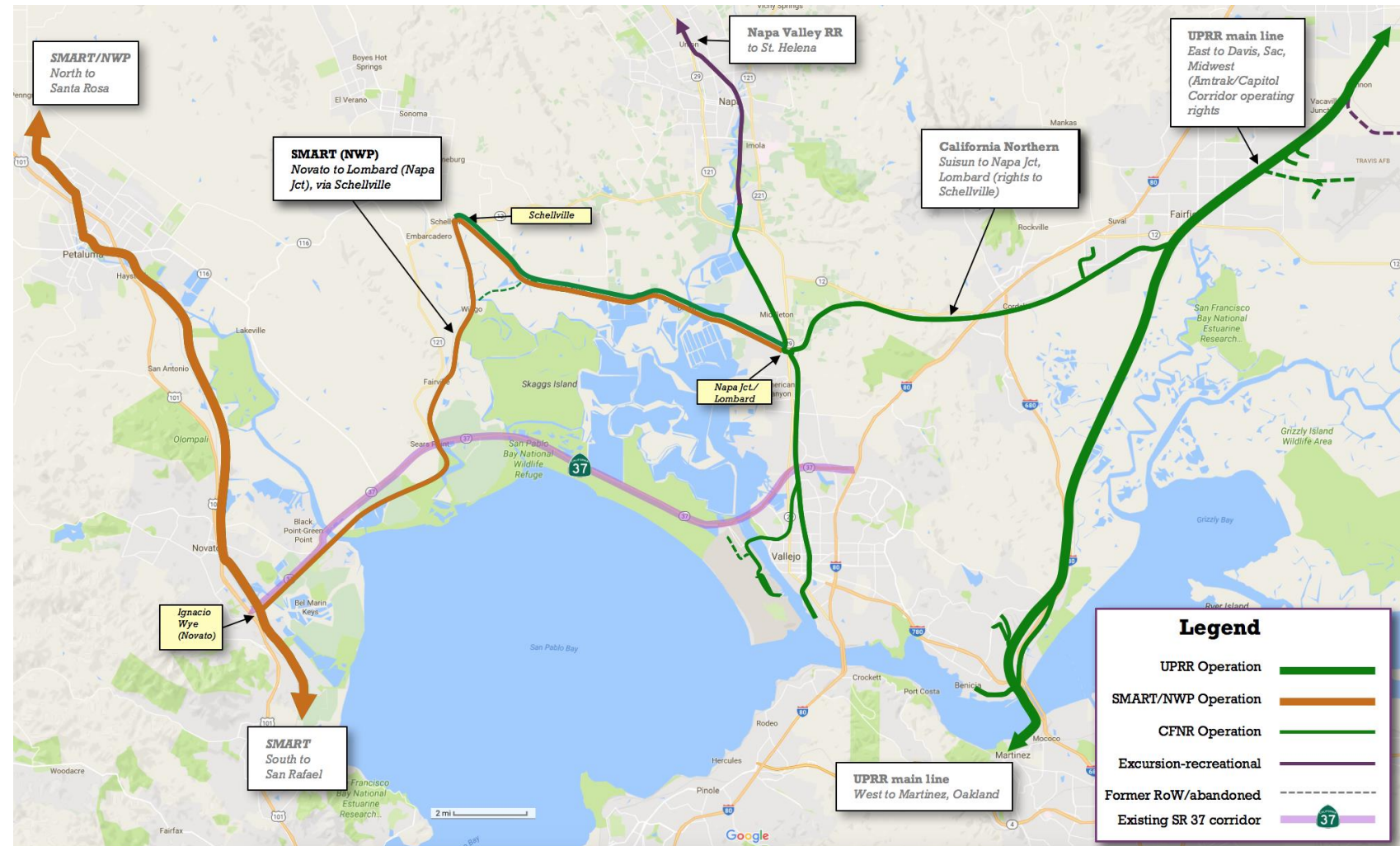
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HISTORICAL RAIL NETWORK

PASSENGER

Network reflected SP and NWP priorities

Direct service to Vallejo, Sonoma and onward to Santa Rosa

Density of network and frequency of stations reduced 1940s-60s

FREIGHT

Throughout the network, many large and small industries served

Focus on larger volume industries
Napa Jct / east on CFNR after 1960s

Investment in rail infrastructure (e.g. Brazos Bridge) has secured freight after 2001-11 hiatus

